

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

RE THE CHINESE CHAMBER OF COMMERCE.

To THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir, I am quite surprised at the letter signed by Messrs Ho Kai and Wei Yuk which appeared in your issue of Saturday last, the 18th instant, and also appeared in the other local English papers of Saturday last and this morning.

I am at a loss to know the reason why they made such statements. As Joint Trustees of the Institution, why did they tell the public the precise reasons why they have not had a hand in making the arrangements for its opening? why did they not take any part in the ceremonies, why they were not present on that special occasion, why they ignored the Chinese origin and parentage by styling themselves British subjects, and why they would not countenance the proceedings as reported, whether they have or have not at any time observed and countenanced the Chinese ceremonies due to their deceased parents in the Chinese fashion?

If it were to exonerate themselves from any blame that might have been cast upon them with reference to the opening ceremonies in connection with the Chinese Chamber of Commerce, I think they should speak plainly and not expose themselves to the ridicule of the public by such a letter.

As the Chairman of the Chinese Chamber of Commerce, I do not endorse the statements made by Messrs Ho Kai and Wei Yuk, and since they have chosen to exonerate themselves publicly in the way they have done I think it my duty to express publicly my opinion regarding the ceremonies.

Finally, as the site of the Chamber of Commerce was generously granted by Her Majesty's Government to the Chinese, the foundation stone ought to have been laid by His Excellency the Governor. I requested Mr. Ho Kai at the time to see His Excellency and ask whether His Excellency would be pleased and would condescend to do us the honor to lay the foundation stone. To this Mr. Ho Kai replied that it was not necessary because the site was not suited for the occasion, but that when the Chamber was completed His Excellency could be asked to be present at the opening ceremony. I acquiesced.

Secondly, when the Chamber was completed and the ceremony for the opening day was fixed, the form of Chinese invitation cards drafted by myself was submitted to Mr. Ho Kai and Mr. Wei Yuk for approval. At the same time I requested Mr. Ho Kai to call upon His Excellency the Governor and ask His Excellency to do us the pleasure and honor of being present at the ceremony, and if His Excellency consented to the request then Mr. Ho Kai was to draft the English cards of invitation for His Excellency and the heads of the Civil and Military departments and also for the Unofficial Members of the Legislative Council as well as other notables of the local papers to be present at the opening ceremony and at the banquet afterwards in the evening. But Mr. Ho Kai told me that, as the Chinese ceremony was going to take the form of worshipping the gods of wealth, etc., it would be not convenient and interesting to His Excellency the Governor and the foreign community to be present while the ceremony was going on in the Chinese fashion. I replied that I thought it would be a failing on our part not to ask His Excellency the Governor to be present at the opening ceremony, since we had not asked him to lay the foundation stone. Mr. Ho Kai said that after the opening ceremony, and sometime after the Chinese New Year, the Committee intended giving a banquet when His Excellency the Governor, as well as the heads of the different departments and the foreign community can be invited. His Excellency would then be asked to make an opening speech which we could reply thereto.

Now, in the face of the facts as above stated, I ask if I have failed in my duties as the Chairman of the Chinese Chamber of Commerce? And to prove to you that it was my intention to ask His Excellency the Governor to be present to the opening ceremony, I enclose herewith the draft speech which I intended to make at the opening ceremony.

With reference to the leading article of the *Daily Press* this morning I think it necessary for the information of the general public and for the interest of the Chamber to state that it has never been my intention nor that of the members to make use of the Chamber as a semi-political club opposed to British influence.

The business of the Chamber will be purely commercial, having for its sole object the promotion of the commercial interests of this Colony and nothing else, its regulations having already been submitted to and approved of by the Government. Owing to the hostile feeling of some of my colleagues I have already expressed my desire to resign my position as President, and my resignation will be tendered at a meeting to be called at my private residence.

As regards Colonel Chun's presence at the opening ceremony, I may mention that it was not intended as an insult to the Government, the Colonel himself being a subscriber and having come over of his own accord to take part in the ceremony as such.

It was my intention to make a speech (the one above referred to) at the dedication of the Chamber, giving therein the whole history of the Institution.

Yours faithfully,
HO AMEI.

SHANGHAI NOTES.

[China Gazette, January 13th.]

CAPTURE OF THE MAHOMMEDAN LEADER.

An Imperial Decree, issued on the 10th instant, contains a report from General Tung Fah-chang, stating that he had succeeded in capturing Mo Yuen-lin, who, with his son, started the Mahomedan Rebellion by collecting several thousand men who raised the standard of revolt against the Imperial authority in the early part of last year. Mo, with his son and a hundred followers, is now a prisoner awaiting punishment, and General Tung adds that he is hunting for the other leaders.

On the same day another decree was issued in response to a report of Viceroy Yang of the Shen-kan provinces, authorizing the dismissal of General Li Ping-yang for gross failure of duty neglecting to attack the rebels in Kansu.

This viceroy general is accused of spending his time in opium-smoking instead of dispersing the rebels. He is not only dismissed from his post, but ordered to be put out of the camp.

THE JAPANESE IN CHUNGKING.

Chungking, 10th January.

The Japanese Commercial Mission which left Shanghai some weeks ago for Chungking arrived here on the 28th ult., all well. They remained here ten days; they then started to return to your port. There has been no trouble and the report about their being molested is untrue.

We are glad to add to-day we received a message from the Japanese Consul-General confirming the above news, so that the report from the river ports about the Japanese mission having been maltreated and some of its members killed appears to have been incorrect.

[North China Daily News 15th January.]

Only nine names having been sent in, the Municipal Council for 1895 is elected without the necessity of a ballot. It is a decidedly strong Council, and the Community will hear with great pleasure that Mr. Scott is willing to take the Chairmanship for another year. The nine gentlemen elected are Messrs: C. Beermann, D. Brand, J. Cooper, J. S. Fearon, W. D. Little, J. H. McMichael, A. P. McEwen, D. M. Moss, and J. L. Scott.

Wang Chih-chuan, Provincial Treasurer of Hupoh, who returned last summer from a special embassy to Russia, has been telegraphed for from Wuchang by the Emperor to go up to Peking at once. It is reported that his Excellency is about to be again appointed to Russia, this time as Plenipotentiary for three years.

CHENG TU NOTES.

(FROM OUR CORRESPONDENT.)

Chengtu, December 19th.

THE AMERICAN COMMISSION.

The American Commission entered this city on the afternoon of the 15th with a retinue of 100 men including chair-bearers, coolies, escort and troops sent from the city to meet them. They were escorted to the place prepared for them on the Yeh Shing Hang. These premises were lately occupied by the French Bishop while acting as commissioner, and had been rented for by the two Hailan of this city, and the cards of the leading provincial officials were presented. A dinner had been especially prepared for them.

The next day new chairs were presented them, and they called on the Viceroy General, the Viceroy, the Provincial Treasurer and Judge. The latter, who it is thought will be appointed to act with the Commission, immediately returned the call, and the others, excepting the Viceroy, who is sick and rose from his bed to receive them, called the next day. They also called on the General and Foreign Office and the Taotai, who promptly returned the call. At every yamen from the Viceroy's down they have been received with vice-regal honours; nothing unpleasant has occurred and everything seems to have been done by the various officials to make the Commission feel that it is welcome.

The people follow the leaders, and learn curious are friendly and so far as we can learn are favorably impressed with the Commission. Certainly the fact that the Commission has been a success and the position of foreigners is greatly improved. The most of the higher officials have made a favourable impression on the Commission, and it looks as though they were prepared to yield anything reasonable and to place no obstacles in the way of a speedy settlement.

The Commission has not yet commenced its sittings but while keeping its own counsel is evidently determined to see that the officials shall do full justice, and that their tolerance journey of 70 days shall not be in vain. I hope they will find the public with an account of that journey. It is hard work when one must rise at 3.30, pack up and start, travel till night and then rest in Chinese quarters at night.

They report that a favorable reception most of the way, but in Sigan, the capital of Shenai province, they were greeted by the cry of "Foreign Devils" even at the door of the Viceroy's yamen. When on their departure the Viceroy came out to escort them to their chairs all was quiet, but as he had gone in the whole mob began to howl.

They report that after entering this province an especial effort seemed to have been made by all of the local officials and an especially friendly spirit to characterize the people, and the completeness of the preparations for their comfort while staying in the capital surpassed all their anticipations.

There does not seem to be much other news. The Methodist Episcopal Mission has bought the property adjoining their old place, but will rebuild on the old site next year. The C.I.M. has rented new and commodious quarters, and Dr. Hart and Mr. Hartwell of the Canadian Methodist Mission, are on their way to the city—*Mercury*.

THE LATE OUTRAGES IN KOREA.

(BY A KOREAN.)

All statements agree, and no proof to the contrary has been produced, that on the 8th of October, 1895, a number of Koreans and Japanese under the guard of Japanese troops attacked the Palace and seized and literally tortured in her own apartments the Queen of Korea, or a lady who they were sure was Her Majesty. This foul crime aroused the horror and indignation of Koreans and foreigners alike. The representatives of certain Powers, in their righteous anger, fumed, fumed, and fumed, but did nothing in the matter. Japan threw dust into the eyes of the world by banding in the shape of an investigating commission, arresting Minra and others implicated in the murder, and by dispatching a high Envoy of Condolence. Much hope was entertained that Count Inouye would help the King to punish the perpetrators of the crime. But he did nothing of the kind, on the pretext that Japan could not interfere with Korean politics. A convenient excuse, it is true, but the Korean falls to see the fairness of Japan which interfered with Korean politics when the Queen was to be murdered but refused to interfere when the King is to be helped and justice to be done.

To such a gentleman as the Editor of the *Japan Mail*, hailing from Christian England and enjoying the golden opinion, or rather support, of a "civilized" and "enlightened" Japan, the reader is simply an "error of judgment." But it is a crime in the horrible opinion of "barbarous" Koreans. The government, relying on the support of Japan, showed no sign of satisfying the popular demand for justice. The soldiers formerly belonging to the Palace Guard, led by certain royalists, attempted to take the matter into their own hands on the 21st of November in order to help the King to punish the murderers of the Queen. But the effort failed.

It is noticeable that the *Saint Louis*, a Japanese paper which did not say a single word concerning the parties who attacked the Palace on the 8th of October, is burning with wrath and indignation and rage against those who tried to help the King on the 21st of November. Nor is this all. The government, which in three long months has not punished a single criminal connected with the murder of the Queen, is showing an astonishing degree of zeal and set in arresting and torturing the more recent offenders. The Japanese paper seems to take the greatest pleasure in spreading the rumour that the last event was concocted and countenanced by foreigners. No doubt Japan would be very happy if these rumours could be substantiated.

In 1894, Kim Ok-kin and his party tried to overthrow the government in the hope of destroying Chinese influence. The rash attempt only ended in strengthening the Chinese grip on Korea. In October of this year, Japan, jealous of the growing influence of Russia, sought to weaken it by murdering the Queen. But this very deed has incited Koreans more favourably towards Russia than any act on the part of Japan could ever have done. Between Korea and Japan there is now an impassable gulf flowing with a dark stream of distrust and prejudice, and purple with the blood of the Queen of Korea.—*Chungking Daily News*.

NORTH BORNEO NOTES.

(FROM OUR OWN CORRESPONDENT.)

January 18th.

Perhaps the most interesting social event lately has been the marriage of the manager of the Darvel Bui Plantations Company to the daughter of the gentleman who is prospecting for gold. The entire length of the pier, at least half a mile long, at Lahat Date was covered with red cloth and an avenue made of palm leaves held aloft by javanese gaily clad to red and white, down which the bride walked, supported by the bridegroom, who had accompanied her from Sandakan in the *Boiler Master*, the the nuptial knot. Festivities were continued amidst a flow of champagne until the small hours of the following morning, the cutting of the bride's cake being a special feature of the proceedings. As a matter of fact there were a good many cakes, a sort of competition having been instituted in Sandakan amongst the cooks as to who could make the best, and it is understood that all received prizes, no blinks being heard of. The marriage was, in fact, far and away the most showy ever celebrated in North Borneo.

There have been floods on one or two tobacco estates, a good deal of damage being the result. The Kinabatangan has once more scored a "best on record" for the twelfth or twenty-first time, the water, it is said, having been at least two feet higher than ever before in some parts of the district. This illustrates the main weak spot in tobacco-cultivation. During the 18 months that elapsed from the time each season's operations commenced until the crop is on the market, it is exposed in an exceptional degree to accidents and drawbacks of all sorts and kinds—accidents and drawbacks which would not greatly damage or interfere with other cultivations, but which are fatal, or nearly so, to tobacco. It was indeed unfortunate that this staple should have been the one upon which the British North Borneo Co. should have staked almost everything, including the immediate future of the country, although there were so many safer more profitable products that offered. However, in the tobacco—(and I mean other matters, not all) we are beginning to arrive at the truth by hard experience. The number of fields on the Kinabatangan for 1896 will be about 700, and below this it is hardly ever likely to go. One of the large companies elsewhere in the colony it is possible may go under altogether, but most of the others may increase instead of diminish the area of their operations, always presuming that prices keep at their present level—but will they? This is not a question that can be decided at production in the face of a steady increase, which will result in an over-supply, in which case the usual consequences will inevitably follow. Should this prove true it is hard to say what will become of the tobacco industry in British North Borneo, so it is well we are at last beginning to have other products to fall back upon.

As tobacco planting declines that of other and more permanent products increases. In place of the 100,000 tobacco fields about on the Kinabatangan some 200,000 acres are being set for coffee on the Borneo Estate, Mailla felling is in progress, and 300 acres of Mailla hemp are in evidence at Loong Pisang. The planting of coffee and sugarcane on a fairly large scale on the Kinabatangan has been taken in hand at Lahat Date 100 acres are being used for coconuts and at many other places cultivations of different sorts are being inaugurated. In addition to this we hope to see sugar commenced shortly in a large and proper manner, with a big crusher, and when once this is begun Hongkong will soon find in Sandakan its chief supply of raw sugar.

The difficulties in connection with laying the telegraph across country are greater than were anticipated. It is now found that some 80 or 90 miles in the centre of the country is uninhabited forest, through which it is necessary that a fair road be made before the line can be laid, and as there are no supplies to be obtained and everything has to be conveyed across country, the expense is likely to be very heavy—something approaching £50,000 for the part of the line alone—and the question arises—where is the money to come from, and could it not have been spent to better advantage in other ways? Meanwhile, the new Customs Tariff is being put into force with great stringency, the Chinese passengers having even to pay duty on their clothes, at which there is great grumbling and discontent, while it is said that the duty on rice is causing a decline in the imports, the natives calling more loudly for its abolition. Other cases, however, such as the decline in tobacco cultivation, may partly account for the falling off.

On the whole the year leaves us with a rather bad taste in our mouths. Increased taxation, declining trade, the direction of the country more and more undertaken by the London office, where no one seems to understand the needs of Borneo; good men sent to isolated districts where they get ill, and all sorts of wild schemes, with a big crusher, and when once this is begun Hongkong will soon find in Sandakan its chief supply of raw sugar.

The difficulties in connection with laying the telegraph across country are greater than were anticipated. It is now found that some 80 or 90 miles in the centre of the country is uninhabited forest, through which it is necessary that a fair road be made before the line can be laid, and as there are no supplies to be obtained and everything has to be conveyed across country, the expense is likely to be very heavy—something approaching £50,000 for the part of the line alone—and the question arises—where is the money to come from, and could it not have been spent to better advantage in other ways? Meanwhile, the new Customs Tariff is being put into force with great stringency, the Chinese passengers having even to pay duty on their clothes, at which there is great grumbling and discontent, while it is said that the duty on rice is causing a decline in the imports, the natives calling more loudly for its abolition. Other cases, however, such as the decline in tobacco cultivation, may partly account for the falling off.

THE SO-CALLED MASSACRE.

[British North Borneo Herald, 16th Dec., 1895.]

Referring to the sensational account published by the *China Mail* of the "Treachorous Massacre of Manila Descenders" and since copied into other journals, we have made enquiries and the following information has been given us on the best authority:—

(1) At the time the descenders (who were also moonshiners) were come up with, they had forcibly taken goods from the people, threatening those who objected, and the natives went in a state of alarm and excitement while the moonshiners were threatening to attack Rajah Tush's village.

(2) It is absolutely false that any terms were promised them; they were ordered to surrender unconditionally or they would be attacked. When they arrived (about daylight) they were ordered to stop and were informed that they would be surrendered to the Spanish authorities, and the Spanish officer was told he could take them. As soon as the moonshiners saw the Spaniards they bolted, the soldiers ran up and seized some, and after calling upon the others to stop, fired on them.

(3) The statement that the Dyak Police slashed off the wounded is absolutely false, as they were attended to by the doctor of the gunboat and then put in boats and taken off to the ship.

(4) The statement that firing was kept up for hours is false; the whole affair was over in a few minutes. Some of the Dyaks became excited at the noise, ran up and fired, but were stopped as quickly as possible, and before they had fired more than a few shots.

(5) The Solos were 4 men and 2 women who had been carried off by the moonshiners; one was the wife of the Spanish Captain. This woman had been carried off by the moonshiners, after he had murdered the Captain before her eyes. These people were wanted to give evidence at the trial of 100 men captured, and were taken to go on board the gunboat.

(6) None of the moonshiners would have been hurt if they had not resisted arrest.

(7) The alleged condition of the bodies is wholly imaginary.

THE INTERNATIONAL TELEGRAPH VOCABULARY.

(FROM OUR OWN CORRESPONDENT.)

January 18th.

The following letter, which speaks for thousands, was read at a meeting of the Shanghai Chamber of Commerce on the 15th instant.

Hongkong, 6th January, 1896.

Dear Sir, Enclosed I beg to hand you a copy of a letter from the General Post Office Authorities, London, informing the Chamber that the International Telegraph Vocabulary in Extra-European languages, which has been prepared by the International Telegraph Bureau to the London Post Office Authorities, is now ready for publication.

It is proposed that the petition will receive alternative consideration at the hands of the Post Office Authorities with, it is to be hoped, satisfactory results.

I am, Dear Sir,
Yours obediently,
F. HENDERSON,
Secretary.

CHAMBER OF COMMERCE, SHANGHAI.

General Post Office, London, 1st November, 1895.

Sir, The Director of the International Telegraph Bureau at Bern has forwarded to this Department the memorial from the Chambers of Commerce at Hongkong, Canton, Shanghai, Hankow, Tientsin, Yokohama, Kobe, Foochow, and Amoy, objecting to the enforced use of the *Official Vocabulary in Extra-European languages*.

At the same time he has pointed out that the International Bureau has no authority to take official cognisance of any representation excepting such as proceed from one of the countries of the Union.

Having regard to the length of time which must elapse before a reply could be received from the Chambers of Commerce concerned, this Department has thought that it would best be carrying out their wishes if it were to accept the memorial, with a view to its receiving attentive consideration along with the memorials on the same subject which have been sent by other Chambers direct to this office.

I trust that in the circumstances the course which this Department has adopted will meet with the approval of the Chambers of Commerce of the Far East.

I am, Sir,
Yours obedient servant,
J. C. LAMB.

THE CHAIRMAN, HONGKONG GENERAL CHAMBER OF COMMERCE.

NEWS BY THE AMERICAN MAIL.

The following telegrams from our San Francisco exchange were "crowded out" of last Saturday night's issue.

Telegrams from London, December 14th.

The Russian Black Sea fleet and the making of it ready for any emergency, lend interest to an interview that is published here with an English engineer who has long been supervising Russian war-ships in the Black Sea. When asked why Russia was obliged to employ a large number of English engineers, he said that the Russians do not know their work. "They spoil work machinery, are unable to make repairs and allow the sea-going navy to rust. He added that "if the Russian navy had really to fight, it would be pieces, the engineers not understanding the machinery of which they have charge. The Black Sea fleet is rotting for want of paint. The officers steal the money that is supposed to be expended for paint, and the bottoms of the ships are badly corroded. The water of the Black Sea has a peculiar corroding action on copper. The vessels ought to be painted periodically, but as a matter of fact the sea seldom so treated. It takes four years to fit out a Russian ship after she is delivered, the expense being so great that it is delivered, the Russians are so slow and such thieves, and it is nobody's interest to hurry. The Black Sea fleet is formidable only on paper, and it is not fit to go anywhere."

December 16th.

The Paris correspondent of the *Pall Mall Gazette* telegraphs this afternoon that he is in a position to state that M. Faure, President of the French Republic, will resign before March. He adds that fresh evidence has been obtained in connection with the President's family, which does not disprove the charge of adultery.

The *Pall Mall Gazette* intimates that the secret fund of 20,000 francs, which the Elysée Palace expended upon the press, was not widely distributed.

BERLIN, December 16th.

A special from Moscow says that a conspiracy against the life of the Czar has been unearthed there. Another dispatch says a number of the bombs have been seized and several men and women, including prominent nihilist leaders, arrested in connection with the plot.

WASHINGTON, December 16th.

The Senate was in session about two hours to-day, half of that time being given to Stewart's "combination" of the subject with which his name has been so closely identified in Senate speeches. He urged that the great depreciation of silver gave to the cheap labor of Asia a tremendous advantage in competing with the domestic products of the American market. Japan, he particularly, he said, was profiting by this difference of 50 per cent. between our money and that of Japan, and Japanese merchants were taking advantage of our producers in many lines of goods. During Mr. Stewart's speech Mr. Maier, secretary of the Japanese Legation, was an attentive listener in the diplomatic gallery.

LOWDOWN, December 16th.

The Times, commenting on Cleveland's message to Congress on the financial situation, says to-morrow:

"The President's second message is almost as remarkable in its own way as his first. With an air of the utmost assurance, and with a note of a panic that he himself originated in precisely the tone that would be appropriate to the discussion of a calamity due to causes beyond human control. It is doubtful from the terms of the message whether he now wishes it to be understood that his Venezuelan policy was designed simply to give an object lesson in finance, or whether he merely turns to account a catastrophe that he did not foresee."

In its issue to-morrow the *Standard* will mention a rumor that the Rothschilds will immediately withdraw £5,000,000 from the United States. "Not only are investors in railroad stocks selling, but large speculations for a fall are being entered into. It is not that war is expected, but the transactions are being made through fear that negotiations between Great Britain and the United States will be protracted." At the same time the operations are being in mind the currency position in the United States, and have no desire to hold railroad bonds.

ST. PETERSBURG, December 16th.

Reports from St. Petersburg relate the particulars of a singular catastrophe which happened in the horrible domain of these persons. While a passenger train on the Moscow Railway was running at a high rate of speed the carriage in which Count Colville was travelling with his wife and two children caught fire. The flames spread so rapidly that the Countess and her two children were unable to escape, and they were burned to death.

NEW YORK, December 16th.

The answer in the libel suit of Frank H. Keyes of Washington, a director of the Chicago Associated Press, against the *New York Sun*, was filed in the United States Circuit Court to-day. The article complained of by the plaintiff charged the Chicago Associated Press with defiling its patron and the public, and accused Keyes of being a party to the fraud and deceit. The defendant declares that the facts alleged in the article are true and demands judgment that the complaint be dismissed with costs.

The British bark *Delphinus*, which yesterday arrived from Santa Cruz passed in latitude 37 degrees 22 minutes, longitude 73 degrees 4 minutes, on December 15, a topall yard of a large vessel projecting from the water and apparently attached to a sunken wreck. In the vicinity of the spar was a quantity of timber, painted cabin fittings and a number of cork jackets.

There is a possibility that this is the wreckage of the *Atlas* line steamer *Claribel*, which left Kingston on December 1st for this port. She was spoken by the Pacific Mail steamer *Newport* on Friday last off the Carolina coast. The *Claribel* was disabled and took a line from the *Newport*. Later she cast off and signaled "good-by." That was during a heavy gale. She has not been heard from since. The *Claribel* was commanded by Captain Cote. She was of 880 tons register.

A Washington D. C. dispatch to the *Tribune* says that a report is current, particularly among officers of the military and naval services, that there are in the State Department confidential documents which are in the nature of a secret treaty with Russia, under the terms of which the Czar's Government pledges itself to afford all possible assistance to the United States in case this country becomes involved in a war with Great Britain. So far as is known, persons outside the State Department have never had an opportunity to peruse this important document. There seems to be little doubt of its existence, however, in some form.

According to a report recently circulated by the St. Petersburg authorities if they were the compact to be still in force, and has received an affirmative reply. It is further said that Breckinridge has communicated information to this effect to Secretary Olney.

Officials at the State Department will not discuss the subject. Officers of the Army and Navy claim to have positive intelligence of the existence of an agreement between Russia and the United States, and attach great importance to the alliance. They say that in the event of war the flower of the Czar's navy would be sent to American waters, and that the Russians would be delighted to combine their fleet with that of this country in a conflict with England.

The officers contend that the confidential compact was made during the War of the Rebellion, and there is evidence on file in the State Department showing that the agreement has been renewed on several occasions since through this country's diplomatic representatives at St. Petersburg. With Russia's best ships added to those of this country in service and undergoing completion, and taking into account the fact that Great Britain must maintain a strong squadron in the Mediterranean and Chinese waters, naval officers are of the opinion that the allied fleet would prove an antagonist not to be despised, even by so formidable a maritime power as England.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Oceanic*) to-morrow.
English (*Ravenna*) 25th inst.
Indian (*Lightning*) 25th inst.
American (*China*) 27th inst.
Australian (*Avila*) 30th inst.
Canadian (*Empress of India*) 31st inst.
Tacoma (*Victoria*) 1st prox.
American (*Avila*) 5th prox.
American (*Doris*) 25th prox.

THE P. & O. S. N. Co.'s steamer *China*, with mails, etc. from San Francisco to the colony, has arrived at Yokohama, and will leave for this port, via Nagasaki, to-morrow morning.

THE P. & O. S. N. Co.'s steamer *Ravenna*, with the next English mail, left Singapore for this port at 4 p.m. yesterday, and may be expected here about 5 p.m. on the 25th inst.

THE P. & O. S. N. Co.'s steamer *Hydaspes* left Singapore for this port at noon on the 18th inst.

THE Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the steamer *Lightning*, from Calcutta, left Singapore for this port on the 18th inst.

We are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the E. & A. S. S. Co.'s steamer *Avila*, from Sydney, left Port Darwin for this port on the 18th inst.

THE China Mutual S. N. Co.'s steamer *Kanran*, from Glasgow and Liverpool, passed the Canal to-day, and may be considered due at Penang on or about the 7th prox.

SHIPPING RETURNS.

From 5 p.m. Saturday to 5 p.m. to-day.

ARRIVALS.

Shih from Hongkong.
Shih from Hongkong.
Shih from Hongkong.
Shih from Hongkong.
Shih from Hongkong.
Shih from Hongkong.
Shih from Hongkong.
Shih from Hongkong.
Shih from Hongkong.
Shih from Hongkong.

DEPARTURES.

Shih to Hongkong.
Shih to Hongkong.
Shih to Hongkong.
Shih to Hongkong.
Shih to Hongkong.
Shih to Hongkong.
Shih to Hongkong.
Shih to Hongkong.
Shih to Hongkong.
Shih to Hongkong.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

AGGREGATING 25,147 tons register.

The Chinese steamship *Hsiang-shan* left Shanghai on the 17th instant, and had moderate N.E. monsoon and moderate high sea, and rainy weather to port.

The British steamship *Leo* left Hallow on the 17th instant, and had moderate weather with heavy head wind. Picked up Gap Rock buoy that had drifted down to Hallow and brought it to Hongkong.

The British steamship *Memora* left Sandakan on the 15th instant to Kalampong Pass had fresh to strong monsoon with heavy N.E. sea. Thence to port moderate to fresh North Easterly winds and moderate sea.

The British steamship *Canton* left Shanghai and Swatow on the 15th inst. and had moderate to fresh monsoon with dull cloudy weather from Shanghai to Swatow; thence to port strong wind, with drizzling rain showers, and high following sea.

HONGKONG AND WHAMPOA DOCK RETURNS.

Kaitai, 18th inst. in Kowloon Dock:
Chow " " " "

Intimations.

A MASONIC BALL,
UNDER THE AUSPICES OF THE
DISTRICT GRAND LODGE OF
HONGKONG AND SOUTH CHINA,
WILL BE HELD AT THE
CITY HALL,
ON
MONDAY, 17TH FEBRUARY, 1896.

To commemorate the jubilee of the introduction
of FREEMASONRY into Hongkong and the
founding of the
ZETLAND LODGE No. 325.

Intending Subscribers will find Lists at
THE HONGKONG CLUB,
THE HONGKONG HOTEL,
THE VICTORIA HOTEL,
THOMAS' GRILL ROOMS,
Messrs. CAMPBELL & MOORE,
Messrs. FAISON & CO.,
Messrs. KELLY & WALSH,
Messrs. LANE, CRAWFORD & CO.,
Messrs. A. S. WATSON & CO., Ltd.
Hongkong, 15th January, 1896. [117]

MR. CHADWICK KEW,
(LATE OF POATE & NOBLE.)
HAS OPENED HIS DENTAL ROOMS at No.
62, QUEEN'S ROAD CENTRAL, a few
doors from Messrs. GAUPP & CO.

Teeth filled permanently, from \$1.00 upwards.
CROWN and BRIDGEWORK inserted and TEETH
EXTRACTED.
PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [135]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is
obtained by the Water Boats; as FOUL
WATER is the cause of much sickness on
board Ship.
We are the only Water-boat Company in
Hongkong exclusively supplying FILTERED
WATER.
Call Flag "W."
J. W. KEW & CO.,
STEAM WATER-BEAT CO.,
18, PRINCE CENTRAL.
Hongkong, 7th October, 1895. [36]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, AND OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches,
awarded the highest Prize at every Exhibition,
and for Volkmann and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [37]

LEVY HERMANOS.

AND AT
SHANGHAI, MANILA, ILOILO AND PARIS.

JEWELLERY, DIAMONDS, WATCH,
CHRONOMETER & CLOCKMAKERS,
Also
GENERAL IMPORT & EXPORT.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

ALEXANDRE'S ORGANS.
81, RUE LAFAYETTE, PARIS.
HARMONIUMS FOR CHURCHES, DRAWING
ROOMS, SCHOOLS, &c.
FROM £4 UPWARDS.
Illustrated Catalogue sent free on demand.
JOHN D. HUTCHISON, Esq., Hongkong.
Agents for M. OPPENHEIMER & Co., Paris.

LANGUID WOMEN
PALE CHILDREN
OLD PEOPLE, INVALIDS
VIN CHAPOTEAUT
(CHAPOTEAUT'S WINE OF PEPTONE)
A DELICIOUS
NUTRITIVE
STIMULANT

This alimentary wine is easily assimilated when
no other solid or liquid food will remain on the
stomach. It is indicated in constitutional weakness
and lack of digestive power,
for the aged, anæmic,
dyspeptic, and
convalescent.
It helps sufferers
from
Consumption,
Dysentery,
Gonorrhea,
and
Ulceration,
of the
Stomach.
CHAPOTEAUT
PARIS

The Rugged Child
is largely an
"outdoor"
product.
Fresh air
and exer-
cise produce
sound appe-
tite and
sound sleep.
Sickly chil-
dren obtain
great benefit from
Scott's Emulsion
of cod-liver oil with Hy-
pophosphites, a fat-food
rapid of assimilation and al-
most as palatable as milk.

Sole Agents for Hongkong and the Empire of
China—Widdows & Co., Hongkong.
Hongkong, 27th March, 1894.

Intimations.

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS
RAOUL PICTET
LIMITED. CAPITAL, £80,000.
16, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
FOR THE PRODUCTION OF
COLD AND ICE
AGENTS—Messrs. DODWELL, CARLILL & Co.

Masonic.

VICTORIA CHAPTER,
No. 325, E.C.

A REGULAR CONVOCACTION of the above
CHAPTER will be held in the FREEMASONS'
HALL, Zetland Street, TO-MORROW,
the 21st instant, at 8.30 for 9 p.m. precisely.
Visiting Companions are cordially invited to
attend.
Hongkong, 15th January, 1896. [117]

VICTORIA LODGE

OF HONGKONG, No. 1026.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zetland Street, on WEDNESDAY, the
22nd inst., at 8.30 for 9 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 16th January, 1896. [148]

Shipping.

STEAMERS.

FOR SHANGHAI.

"PEIYANG."

Captain Th. Lehmann, will be despatched for the
above Port TO-MORROW, the 21st instant,
at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 16th January, 1896. [152]

FOR KOBE (DIRECT).

"RHODORA."

Captain Williams, will be despatched for the
above Port on THURSDAY, the 23rd instant,
at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 15th January, 1896. [120]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"ETON."

Captain Brophy, will be despatched as above on
about THURSDAY, the 23rd instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 15th January, 1896. [144]

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. "ANNANDALE" and
"TEVIOTDALE.")

THE Steamship

"FALLOON HALL."

Captain Kliver, will be despatched for the
above Port on or about 23rd instant.
For Freight, apply to
SHEWAN & Co.
Hongkong, 6th January, 1896. [182]

FOR SINGAPORE.

"MASCOTTE."

Captain Ross, will be despatched on SATUR-
DAY, the 25th instant, at Noon.
For Freight, apply to
BRADLEY & Co.,
Agents.
Hongkong, 18th January, 1896. [167]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"MENMUIR."

Captain Craig, will be despatched for the above
Ports on MONDAY, the 27th instant, at 4 P.M.
This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions
throughout the voyage.
A Stewardess and a duly qualified Surgeon
are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 14th January, 1896. [141]

"SHIRE" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND
ANTWERP.

THE Steamship

"GLAMORGANSHIRE."

Captain Vyvyan, will be despatched for the
above Ports on TUESDAY, the 28th instant,
instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 14th January, 1896. [1704]

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. "POLYPHEMUS.")

THE Steamship

"LENNOX."

will be despatched about 4th February.
S.S. "PORT ADELAIDE"
will be despatched about 18th February.
S.S. "CHAZEE"
will be despatched about 4th March.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 4th January, 1896. [175]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

(Taking Cargo and Passengers) through rates
for CHINA, HANKOW and PORTS on the
YANGTZE.)

THE Company's Steamship

"TAKSANG."
Captain W. H. Freeman, will be despatched as
above TO-MORROW, the 21st instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th January, 1896. [117]

OREGON RAILWAY AND NAVIGA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896
(Subject to Alteration.)

As follows:—1 Tuesday, 21st Jan.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ASLON."

will be despatched hence for VICTORIA, B.C.,
and PORTLAND, OREGON, via KOBE and
YOKOHAMA, TO-MORROW, the 21st
January.

Consular Invoices of Goods for United States
Points should be in QUADRUPPLICATE; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 15th January, 1896. [119]

THE CHINA MUTUAL STEAM NAVIGA-
TION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL DIRECT,
VIA PORTS OF CALL.

(Calling at ILOILO.)

THE Company's Steamship

"CHINGWON."

James Gray, Commander, will be despatched as
above on or about the 22nd instant.
For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 14th January, 1896. [101]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain R. Cass, will be despatched as above
on THURSDAY, the 23rd instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 17th January, 1896. [165]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ACHILLES."

Captain Harvey, will be despatched as above
on THURSDAY, the 23rd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th January, 1896. [106]

THE CHINA MUTUAL STEAM NAVIGA-
TION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.

THE Company's Steamship

"KAISOW."

E. Warrell, Commander, will be despatched as
above on or about the 30th instant.
For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 14th January, 1896. [141]

SAILING VESSELS.

FOR NEW YORK.

THE 3 1/2 L.L. American Ship

"DANIEL BARNES."

Rogers, Master, will load here for the above Port
and will be despatched on or about the 19th
instant.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 14th January, 1896. [1857]

FOR NEW YORK.

THE 3 1/2 A.L. American Ship

"JOHN R. KELLEY."

Captain Chapman, having arrived, will load
here for the above Port, and will have quick
despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 21st November, 1895. [1608]

FOR SAN FRANCISCO.

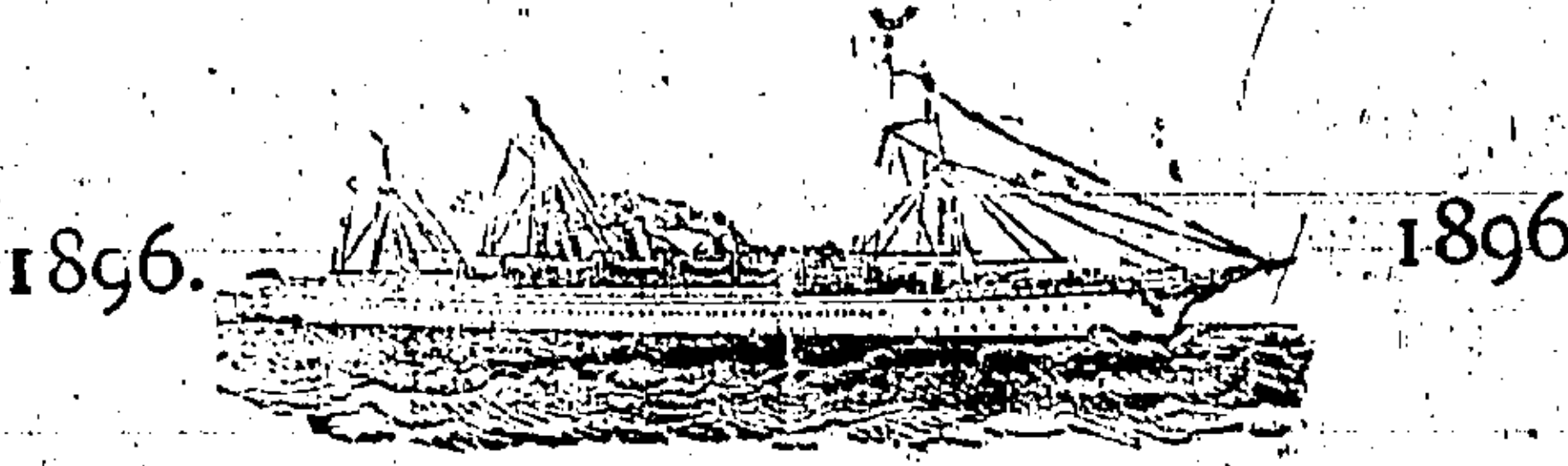
THE 100 A. L. British Ship

"BRODICK CASTLE."

Freeman, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 11th December, 1895. [1895]

Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 1/2 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 22nd January, '96.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th February, '96.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 18th March, 1896.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 23
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIOUS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddar's Street. [3]

Hongkong, 26th December, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND RAILWAYS
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 1st Feb., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 3rd March, at Noon.

Galle (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 21st March, at Noon, 1896.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA and
YOKOHAMA, on SATURDAY, the 1st Feb.
1896, at Noon. Connection being made at
Yokohama with Steamers from Shanghai.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing. Parcel Packages will be
received at the Office until 3 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full; value of same is required.

Consular Invoices to accompany Cargo, des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in London, England, addressed to the
Collector of Customs at San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.

Hongkong, 14th January 1896. [2]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings

Hongkong, 21st March 1896. [19]

U. S. MAIL LINE.

PACIFIC MAIL STEAM-
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 15th January, at Noon, 1896.

Citrus (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 8th Feb., at Noon, 1896.

Persia (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 22nd Feb., at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA and
YOKOHAMA, on SATURDAY, the 15th Jan.,
1896, at Noon, taking Passengers, and Freight
or Passage, to the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained upon application.

Passengers holding through ORDERS TO
EUROPE, have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY, on payment of 24 in addition to the
regular tariff rate.

Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option of
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and inland Cities
of the United States, via Overland Railway, to
Yokohama, Trinidad, and Deserata, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 3 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full; value of same is required.

Consular Invoices to accompany Cargo, des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in London, England, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.